

Alfa Romeo 145 / 146: How to Remove Bumpers

Production Years: The Alfa Romeo 145 was introduced in 1994, and its sedan twin, the Alfa Romeo 146, in 1995. Their production ended in 2001 (for the 145) and 2000 (for the 146). Both models were designed to replace the outdated Alfa Romeo 33.

Technical Specifications and Platform:

This was an important transitional phase for the brand. Contrary to expectations, the model was not based on the front-wheel-drive Fiat Tipo platform, but on a revised chassis from the Alfasud and Alfa Romeo 33 with a classic layout: a transverse engine and front-wheel drive. The main engineering feature was the suspension: MacPherson struts at the front and, at the rear, a unique, patented Alfa Romeo "torsion beam rear axle" design with trailing arms. This provided outstanding handling and sharp responses for its class.

Engines:

The range of powertrains was wide:

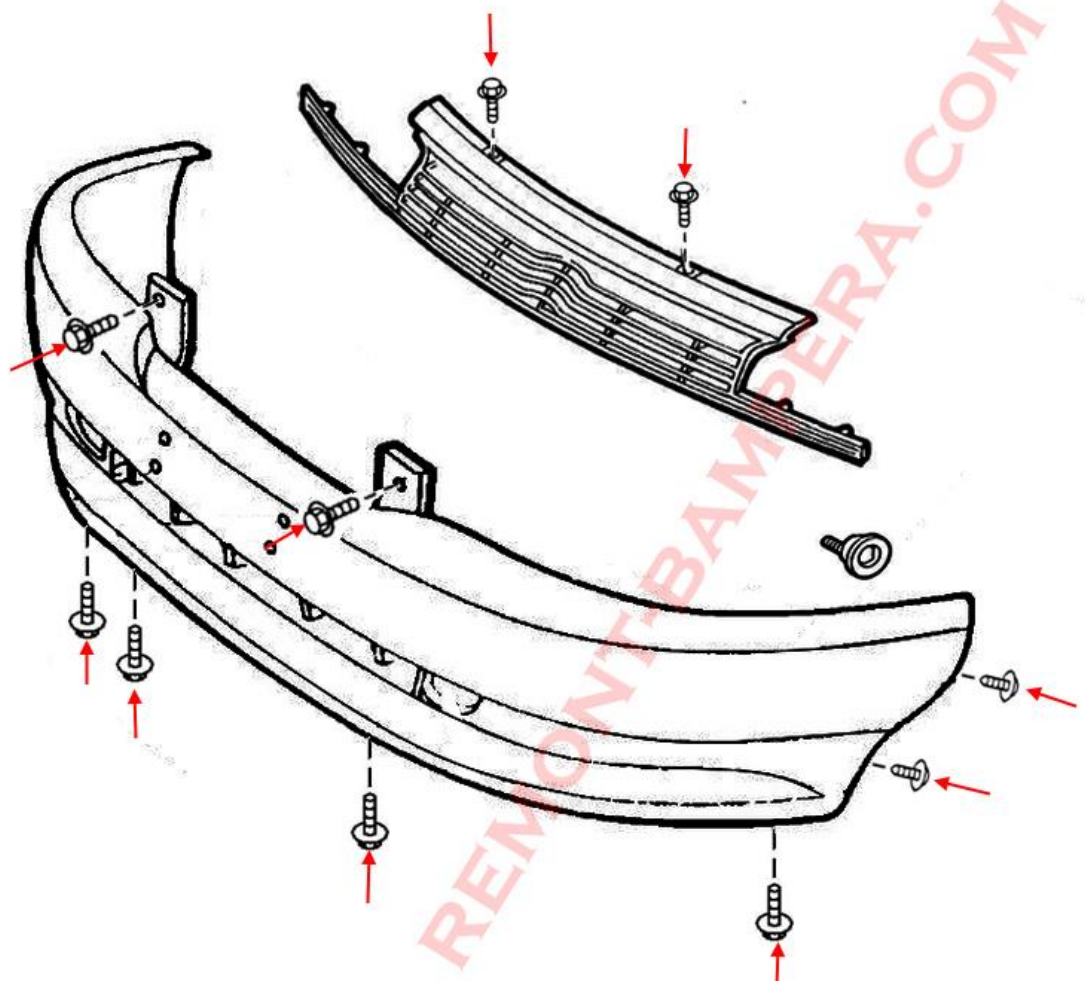
- **Boxer Petrol:** Inherited from the 33 model, 1.3 L (90 hp) and 1.6 L (103 hp) boxer engines. Known for their vibration and characteristic sound.
- **Twin Spark Petrol:** Advanced for their time 1.4 L (103 hp), 1.6 L (120 hp), and the famous 1.8 L (140 hp) 16V with two spark plugs per cylinder and a variable valve timing system. They offered high specific power and a love for high RPMs.
- **Turbo Diesels:** The 1.9-liter turbocharged (90 hp) and naturally aspirated (75 hp) engines from Fiat were reliable but not emotionally engaging.

Bumper Plastic Marking: >PP+EPDM<

Mounting points differ slightly depending on the year of manufacture.

How to Remove the Front Bumper

1. Open the hood.
2. Under the hood, unscrew two screws and remove the radiator grille (on later models, this requires removing the turn signals).
3. Under the grille, unscrew two bolts that secure the top of the front bumper.
4. Now unscrew four bolts from the underside, which are screwed upward from below (a socket will be needed).
5. In the wheel arches, unscrew the screws and detach the fender liners from the bumper.
6. On later versions, unscrew two screws that are screwed upward from below and secure the corners to the fenders.
7. With an assistant, pull the bumper forward off the guide brackets on the fenders.
8. Disconnect the wires from the fog lights.

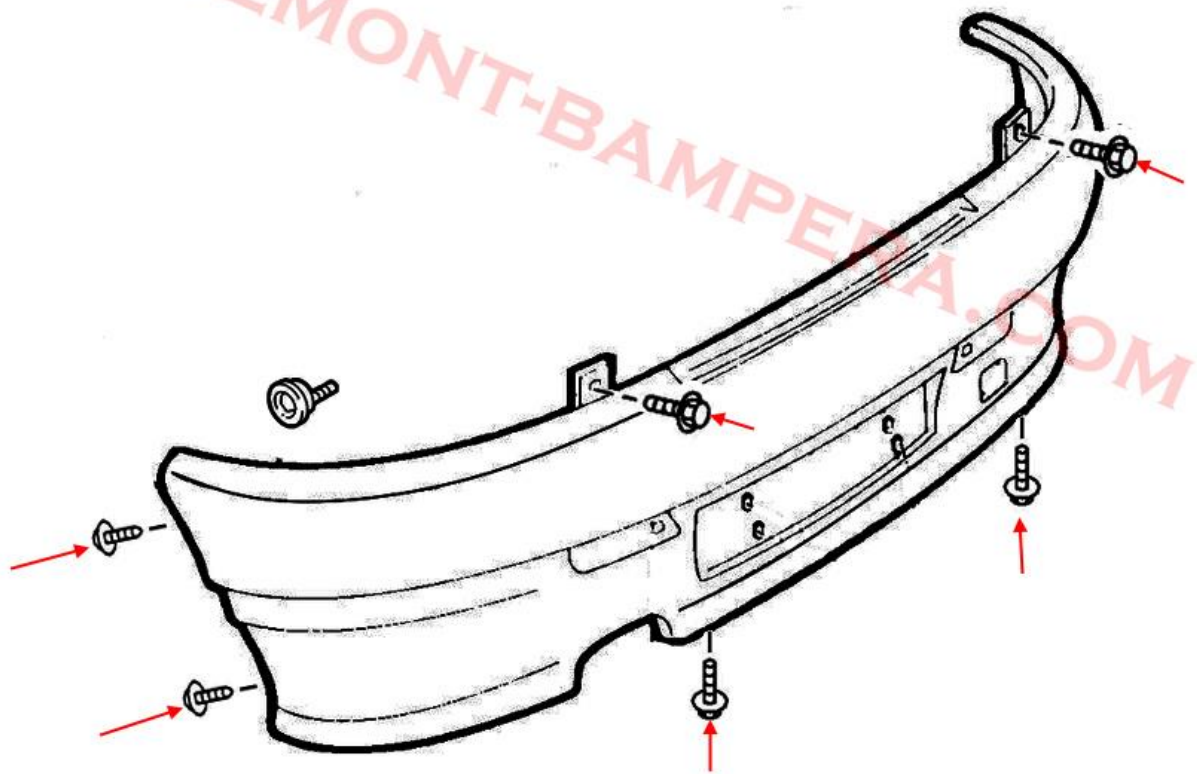


How to Remove the Rear Bumper

Alfa Romeo 145:

1. Open the trunk lid.
2. In the trunk opening, unscrew two bolts.
3. Unscrew two bolts from the underside.
4. In the wheel arches, unscrew the screws that secure the fender liners to the bumper.
5. With an assistant, pull the bumper backward off the guide brackets on the fenders.
6. Disconnect the connectors from the lights.





Alfa Romeo 146:

1. Open the trunk lid.
2. Remove the trim panel from the rear wall of the trunk.
3. Under the trim, unscrew four bolts that secure the bumper brackets to the body.
4. In the wheel arches, unscrew the screws that secure the fender liners to the bumper.
5. With an assistant, pull the bumper backward off the guide brackets on the fenders.
6. Disconnect the connectors from the lighting elements.



Interesting Facts:

- **Two Bodies, One Essence:** The Alfa Romeo 145 is a 3-door hatchback, while the 146 is a 5-door hatchback (often called a sedan due to the specific shape of the rear with an almost vertical door).
- **Named Engine:** The most powerful naturally aspirated version, the 2.0 16V Twin Spark (150 hp), received its own name "Cloverleaf" — a traditional symbol of Alfa's racing victories.
- **Sound and Emotion:** Thanks to successful cabin acoustics, the operation of the boxer and Twin Spark engines provided the driver with unforgettable auditory sensations.
- **Unique Steering Wheel:** The interior featured a characteristic detail — a steering wheel with a fixed central hub that did not rotate with the wheel.

Advantages:

- Brilliant handling and responsive steering. One of the most exciting cars in its class.
- Emotional, high-revving Twin Spark engines.

- Bright, unusual design (especially the 145), standing out against competitors like the Volkswagen Golf or Opel Astra.
- Spacious interior in the 146, especially in the rear row due to the high ceiling.

Disadvantages:

- Low build quality and unreliable interior materials. Plastic creaked, trim elements became loose.
- Tendency for body corrosion, inherited from its predecessors.
- Fastidiousness of Twin Spark engines: demanding timely timing belt replacement (a break risked valve-to-piston contact).
- Cramped trunk in the 145 and controversial ergonomics (e.g., button placement on the center console).
- Harsh suspension in sports versions could be tiring for daily driving.

[The catalog of bumper removal instructions.](#)